

Loco Shed

Asia Pacific Heritage and
Tourist Rail Organisation



APHTRO

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We returned to ‘normal operation’

(Kyoichi Oda, President)

Our activities in this year have returned to ‘normal operation’, as any problem caused by Covid has gone. We held our Conference Visit Programme in Indonesia, four years after the last one in Jordan in 2019. The Conference On-line Presentations and Discussion was held as same as the last few years. Both events were successful so we will maintain this style.

The Conference Visit Programme in Indonesia relied on the help of many Indonesian friends.

I would very much like to to thank:

Mr. Widoyoko and Ms. Hasti in Amsterdam,
Mr. Taswan, Mr. Gino and Ms. Mega in Sawahlunto,
Ms. Tanty in Ambarawa,
Mr. Aga and Mr. Rinto in Central Java,
and Mr. Dickey who organised the Railway Heritage Trail.

We are planning for next year’s Visit Programme to be held in India, including a visit and ride on Darjeeling Himalayan Railway, Nilgiri Mountain Railway and Chhatrapati Shivaji Terminus in Mumbai - all designated as UNESCO World Heritage sites.

We also have another ride on a main line steam train near New Delhi - hopefully Class WP - and a main event in the National Railway Museum in New Delhi.

We hope many participants will join this fantastic programme.

I took part in the COTMA Conference in Auckland, New Zealand last October. This was their first conference after the Covid problem. In the discussion with COTMA

board members, we agreed that we will make progress our international relationship and co-operation. This will be done using mainly on-line facilities. This would be on a new on-line discussion forum to be installed on our website following after a 'test run' discussion for our council members.

Finally, I would like to thank to all our friends and APHTRO Council member Rajesh Agrawal and Nai-yi Hsu, and Chief Communication Officer Ripan Dhawan. They helped and supported our activities so enthusiastically.

Supporting members' projects

We are currently supporting the following projects:

- a. Transforming the former Taipei Railway Workshops into a Railway Museum in Taiwan;
- b. Proposing TICCIH Congress 2028 in India;
- c. A steam train revival plan by Manila Railroad Club in The Philippines;
- d. Steam locomotive boiler inspections at Royal Railways in Cambodia;
- e. Converting a steam engine to oil burning at Shibanzi Railway in China;
- f. Holding a five days photography tour at Jordan Hejaz Railways;
- g. Transforming the Hua Lamphong Railway station, Bangkok into a Railway Museum in Thailand; and
- h. Financial assistance for some delegates coming to our annual conferences.

Conference Visit Programme in Indonesia 2023

(Naiyi Hsu, Vice President)

The APHTRO 2023 Conference Visit Programme was held in Indonesia from Nov. 16 to Nov. 24 successfully. 10 participants joined this conference tour including APHTRO President Kyoichi Oda
Vice President Nai-yi Hsu and his wife Hsiu-Chen Chen
Mr. and Mrs. Heimo Echensperger from Germany
Mr. Ken Heard & Mr. Martin Padgett from Canada
Mr. Tingwei Ku, Mr. Jingheng Chen and Mr. Chenghao Hu from Taiwan.

The visiting tour included several heritage railways. The tour started on Nov.16 when we arrived Padang from different places and went on a chartered minibus to Sawah Lunto. On the way to Sawah Lunto, some remnants of the railway, especially abandoned bridges and level crossings could be found. Sawah Lunto is a World Heritage site of UNESCO. On Nov. 17 we visited their Railway Museum, a coal mine pit 30 metres underground and a used central kitchen.



The next day, Nov.18 we chartered a steam train hauled by E10 60 locomotive. It ran from Sawah Lunto to Muaro Kabalan through the Lubang Kalam Tunnel. Some photo stops offered at the crane for water filling, before the Mosque, before and after the Luang Kalam Tunnel, and Muaro Kabalan station. Many local people came to see the train and us.



After Sawah Lunto, on Nov.19, we visited Solo. Three taxis took us to the Tasik Madu Sugar Factory which stopped making sugar some years ago. But a wood burning steam train runs on Sunday morning. The factory is set up like a playground with Ferris wheels and so on. The train departed at 11 am and ran around the factory. However the surrounding was not sorted out and the grass grew high over the tracks. We had no time to see the factory clearly, but it seems it is not open for visiting and just the train is running.



What was more fascinating was the Jaladara Steam Train we chartered in the afternoon. It ran from Purwasari station to Solo Kota station. The most interesting thing was it ran through a busy and important street, the Slamet Riyadi Street in Solo, and when there were many policemen to keep the street clear. This train ran by a 1921-made D14 10 steam locomotive with two 1920-made CR144 & CR16 coaches. There were 2 photo stops on the street.



On a chartered minibus on Nov. 20 we went from Solo to Ambarawa along a newly constructed highway.

The branch line from Semarang to Ambarawa was built in 1873 and the Ambarawa station (At that time Willem station), too. This line closed in 1976 and soon afterwards the museum opened. The station keeps its original style and more than 20 locomotives are preserved for display.

A chartered train hauled by a B25 03 Locomotive with a lady guide on the coach dressed in the old fashion style ran for us. There are two sections of this line, one runs on a mountain area with rack rail to Bedono, but due to a lack of spare parts for the locomotives, it is no longer operating. Only the section to Tuntang, called flat line, is runnable today. They could not offer the photo stops for guests, so we had to ride motorbikes to chase after the train. It was a very exciting experience and we stopped at four places to take photos.

Then we rode the minibus to Semarang.



On Nov. 21, we rode the train of KAI (Kereta Api Indonesia) to Cepu.

There was a famous Cepu Forest Railway to carry teak trees. This forest railway extended for more than 300 Km with many branches. After stopping harvesting, there were still 30 Km preserved for tourists. But after the endemic of COVID, only 3 Km is runnable. We chartered a diesel engine hauled train (no steam operable) with a very slow pace to the end nowadays and back by locomotive pushing. The staff provided a good service that they could stop at any points, going back and fro, as we requested. Then we went back to Semarang by a train too.



Nov. 22: we transferred from Semarang to Jakarta by express train with a maximum speed of 120kph and reached Jakarta Jatinegara station in 4 hours. Then we rode a chartered minibus to Taman Mini Indonesia Indah where there is a big complex of national museums of Indonesia, mostly of different ethnicities of Indonesia, but also of science.

One of them is the Transportation Museum, including railways, cars, aeroplanes and ships. The biggest part of the Transportation Museum is of Railways and that was what we were most interested in. There is a loop of track and a replica of a C19 12 locomotive hauling a passenger coach on it, but this train runs only weekdays. Many locomotives are displayed in a shed with information, but little about of their histories so did not describe their historical importance or value. Our trip ended after leaving Taman Mini Indah and the following two day trip was an optional.



The next trip on Nov. 23 & 24 was an optional Heritage Trail one. The trip started from Bogor station about one hour from Jakarta central city by a commuter line just named Bogor Line which was the first electrified railway in Indonesia in 1925. Besides the High Speed Rail called “Whoosh”, there are two railway lines connecting Jakarta and Bandung. The south linked one through Bogor was completed in 1884, earlier than the other one (‘north link’) through which most major trains run. These railways were built for both plantation and military reasons. There were many important products around this area, among them, Quinine an important medication for malaria, and Gutta percha, a material for the protecting shell of undersea cables; they were the number one place of the world to make these at that time. Ninety-seven percent of Quinine was made around Bandung and was exported through this line to Jakarta and thence the whole world. Tea and cement were also important products there.

This railway, winding like a snake the whole way to Padaralang and passing over mountains, meant that the train can only go very slowly. After visiting the Bogor station, we rode the train to Sukabumi and changed onto another to Cianjur station. During this section, the train used the oldest tunnel in Indonesia, the Lempegan Tunnel, opened in 1882. Then we went to Cipatat station. We also found many traditional houses along this trip; some were made of bamboo. We saw buffalo working in the rice field.



Due to a landslide, we had to go by bus from Cipatat to Padaralang station where these two lines and Whoosh join, but we did not meet the high speed train. Finally we changed to another train to go to Bandung station. In Bandung station there was a model of DD52-type locomotive called the “Mountain Queen”, since it was the biggest and most powerful one in Indonesia used on mountain lines. Unfortunately none of them was preserved and just this model can be seen now. Overnight in Bandung.



The next day we rode a train to Cimahi where an important military camp lies. Since many different routes meet in Padalarang, including the newly built high speed rail, to defend this area became an important point in military. Not only the camp but also an officer club close to the station and a big military hospital for quickly treating the wounded were also built. The hospital is still working today for ordinary people and soldiers.

Then we went back to Magazijn SS Bandung, an abandoned warehouses area. We could see these early 20th century concrete buildings with concrete doors and lifts to transfer and store railway materials. It was once planned to be replaced by new buildings and fortunately under the effort of Mr. Dicky they were preserved. Another good example of heritage preservation like that of Taipei Railway Workshop.



Then we were guided to the Governor's Palace in Bandung. In the Dutch era it was once planned to transfer the Capital from Jakarta to Bandung. Headquarters of some departments had moved to Bandung already, such as post office and railway. We visited the inside of the palace and saw the beautiful interior. Finally we went to the headquarters of KAI to see an underground room or corridor. The heritage trail trip ended in the KAI headquarters and we went back to the station and rode the train to Jakarta.

In this 9 days' trip, we visited a World Heritage UNESCO site in Sawah Lunto, stayed 2 nights in a hotel of World Heritage - the Hotel HKAS - a train ride from Sawah Lunto to Muaro Kabalan, and visited three museums related to the Ombilin Coal Mine. Also, we rode the three most famous steam trains in Tasik Madu Sugar Factory, Solo, Ambarawa, and another train ride in Cepu (most of these were used for industry) and we visited the National Transportation Museum. Finally, we joined a Heritage Trail trip. All of these taught us more detail about Indonesia.

We would like to thank our Indonesian friends, Mr. Taswan Jambak, Mr. Mikael Rinto, Mr. Aga Yurista P and Mr. Dicky for guiding and arranging these for us. We much enjoyed the trip. Most of all we thank our President Kyoichi Oda for coordinating this complex trip for us. To reach there really let us know more about the place and each other. Hopefully more friends will join our tour next time.

Conference On-line Presentations and Discussion 2023

This year's on-line discussion part was held on 16 & 17 December per the following schedule:

Sat. 16 December

Slot 1 UTC 09:00-09:45 Mr. Gino, Sawahlunto World Heritage Site, Indonesia

Slot 2 UTC 09:45-10:30 Mr. Ting-Chao Chang, the plan of New Taipei Railway Museum, Taiwan

Break UTC 10:30-11:00

Slot 3 UTC 11:00-11:45 Mr. Nai-yi Hsu, APHTRO, Report on Visit Programme 2023 in Indonesia

Sun. 17 December

Slot 4 UTC 09:00-09:45 Mr. Jin Yu, Sichuan Chuantou Emei Tourism Development Co.,Ltd., China

Slot 5 UTC 09:45-10:30 Mr. Zahi Khalil, Jordan Hejaz Railways, Jordan

Break UTC 10:30-11:00

Slot 6 UTC 11:00-11:45 Mr. Ripan Dhawan: plan of APHTRO Conference 2024 in India.

The first speaker, Mr. Rahmat Gino gave the presentation about Ombilin Coal Mining Heritage of Sawahlunto. The details of the site, history and process designated as the

UNESCO World Heritage Site was explained.

The next speaker Mr. Ting-Chao Chang, Preparatory Office of National Railway Museum, described the site which was the former Taipei Railway Workshop, and a detailed future plan of the National Railway Museum of Taiwan.

The third speaker Mr. Nai-yi Hsu, APHTRO Vice President, reported the this year's conference visit programme in Indonesia (please see the above section.)

On the second day, Mr. Jin Yu, Sichuan Chuantou Emei Tourism Development Co., Ltd., made a presentation that introduces advanced attempts and achievement of how to attract tourists to other sites in the area.

Second speaker Mr. Zahi Khalil, General Manager of Jordan Hejaz Railways, introduced the historical background, current state and future plans of Jordan Hejaz Railways.

The last speaker Mr. Ripan Dhawan, APHTRO Chief Communication Officer, explained the draft plan and highlights about our next year's conference visit programme in India.

APHTRO CONFERENCE IN INDONESIA

NAI-YI HSU



JORDAN HEJAZ RAILWAY, JHR

OVER 115 YEARS

- *Construction started: 1900*
- *Operation started: 1908*
- *Route length: 1302 km*
- *Route length in Jordan: 452 km*
- *Gauge: 1050 mm*
- *Axle load: 12 tons*
- *ROW: 30 meters*



Further conferences beyond 2024

Our Conference will be held as a 'hybrid' - which consists of a real visit programme

and on-line presentations and discussion. Our Visit Programme 2024 will be held in India.

Visit Programme in India

Thu, 26 Sep: Arrivals into Delhi

Fri, 27 Sep: Main event Delhi with a session at the National Rail Museum – World Tourism Day

Sat, 28 Sep: Special steam train on main line (hopefully Class WP 7161)

Sun, 29 Sep: Flight Delhi-Bagdogra and drive to Siliguri

Mon, 30 Sep: Darjeeling – DHR ride

Tue, 01 Oct: Darjeeling – DHR related event /meeting

Wed, 02 Oct: Flight Bagdogra-Mumbai

Thu, 03 Oct: Visit Chhatrapati Shivaji Terminus and evening flight Mumbai-Coimbatore

Fri, 04 Oct: Nilgiri Mountain Railway ride (optional)

Sat, 05 Oct: Flight Coimbatore-Mumbai or -Chennai and departure.

On-line presentations and discussion

Sat. 15 & Sun. 16 December: Speakers (TBD)

Further conferences beyond 2024 are now being planned. The venues of visit programmes under consideration are :

2025 Vietnam or Thailand or Sri Lanka

2026 Taiwan

The locations of the conference visit programmes beyond 2025 under consideration:

- **Vietnam**
Visit and ride on ‘Revolution Express’ steam train if it starts running, between Da Nang and Lang Co.
- **Thailand (2nd)**
Visit to Railway museum and exhibition at Hua Lamphong station, Makkasan workshop and some other sites planned.
Special steam train on Nam Tok line.
- **China**
Yunnan Railway Museum in Kunming
Chengdu–Kunming railway with some double or triple loops
Steam train on Shibanzi Railway
Steam train on Diaobingshan coal mine line
Shenyang steam locomotive museum
China Railway Museum in Beijing
- **Pakistan**
TBD

Unfortunately, so far we cannot have any plan in Myanmar and Syria.

APHTRO Award

We started our Award Programme to publish outstanding, prominent and unique activities to contribute to Rail Heritage in Asia–Pacific region.

This year's winner is Mr. Dickey in Indonesia.

He has been organising and holding Railway Heritage Trail tour in West Java Island.

As an expert in cartography, he has a different point of view on the rail heritage in Indonesia, from the people in rail heritage sphere.

The tour has been held more than 25 times, the total number of participants reached more than 1000. Each tour was fully booked, very popular and attracted Indonesian people so much.

He is planning further tours in another region of Java Island in the future. His unique contribution to the rail heritage in Indonesia is an outstanding achievement.



Website Development

The further contents and services, which includes a rail heritage information base and an on-line communication platform, will be added by turn:

a) Heritage Rail Information – Photo Gallery, Rail Museums, links etc., a rail heritage site database and background in Asia-Pacific, introducing information about members' sites - anything useful for visitors.

b) Blog / Bulletin Board / Newsletters as an on-line forum.

An on-line BBS for members to share and exchange information. A discussion facility for each category and topic. A thread floating BBS system makes for considerable progress. WhatsApp or other messenger service could be used as an alert for new postings.

Appropriate roles of such facilities and other communication media - Facebook, Newsletter etc., will be considered and updated for further improvement.

Vacancies

Please recommend if you or someone you know would be happy to help us.

Secretary

We are seeking a new secretary.

Treasurer

We are seeking a new treasurer.

Volunteers

All APHTRO activities are maintained by volunteers and we are currently seeking a

- Newsletter Editor - This newsletter appears at least twice a year

Our Newsletter cannot be sustained without fresh content.

Latest news, photos and articles from your heritage railways will be very much welcomed and will be a useful promotion of your railway.

Our next issue will appear in June 2024.

info.aphtro@gmail.com

(We thank *tw* for checking the draft)